

Complete Streets:

Planning for Walking, Bicycling & Accessibility

Dutchess County Transportation Council
(845) 486-3600
www.dutchessny.gov

Outline

What are Complete Streets?

Why are they important?

What makes a street Complete?

How are we implementing Complete Streets?

What Are Complete Streets?

Complete Streets are...

...for everyone. They are designed and operated to provide safe access for people of all ages and abilities. People walking, bicycling, driving, and using public transportation are able to safely move along and across a complete street.





“Modern” Streets

All Types of Transportation





All Vehicle Types





Context Sensitive





National & Local Efforts Support Complete Streets

NY State Complete Streets Act

Applies to: State, county, and local transportation facilities that receive federal and state funding.

Requires: The agency with jurisdiction... **shall consider** the safe travel on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features.

Project Types: Planning, design, construction, reconstruction, restriping and rehabilitation.

Exempts: Resurfacing, maintenance, & pavement recycling.

Why Are Complete Streets Important?

Demographic Changes

Growing Centers

Aging Population

Access:

- 25%+ of County population is <16 or >75 years old
- 12% (of those >16) don't have a drivers' license
- 38% of households have 0 or 1 car

Source: 2010 Census; NYS DMV records



Safety

Hit by a vehicle traveling at

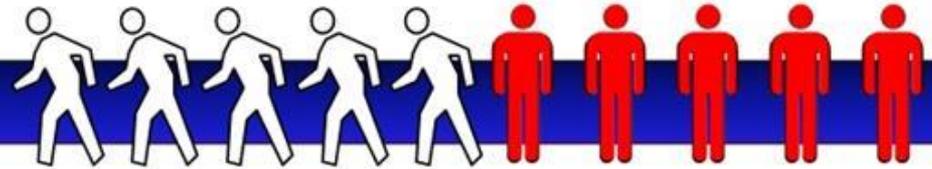
20
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

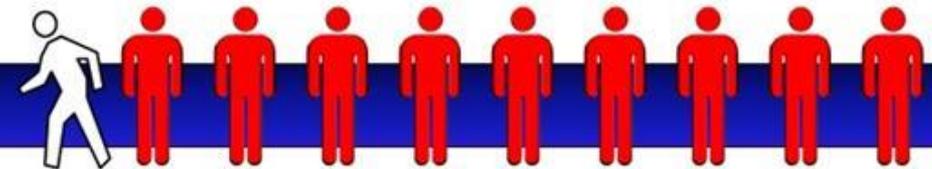
30
MPH



5 out of 10 pedestrians survive.

Hit by a vehicle traveling at

40
MPH



only 1 out of 10 pedestrians survives.

Health

- Dutchess adults
 - 30% overweight
 - 31% obese
- Dutchess children
 - 17% overweight
 - 19% obese



Physical Activity

Residents in highly walkable neighborhoods engage in about

70 more minutes per week

of moderate and vigorous physical activity than residents in low-walkability neighborhoods.

Source: Saelens, Sallis, Black and Chen, *Neighborhood-Based Differences in Physical Activity: An Environmental Scale Evaluation*; American Journal of Public Health, September 2003.

Transportation Options

Of all trips:

39%

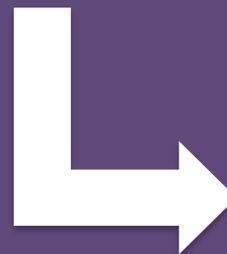
are less than 3 miles

17%

are less than
1 mile

47%

are driven

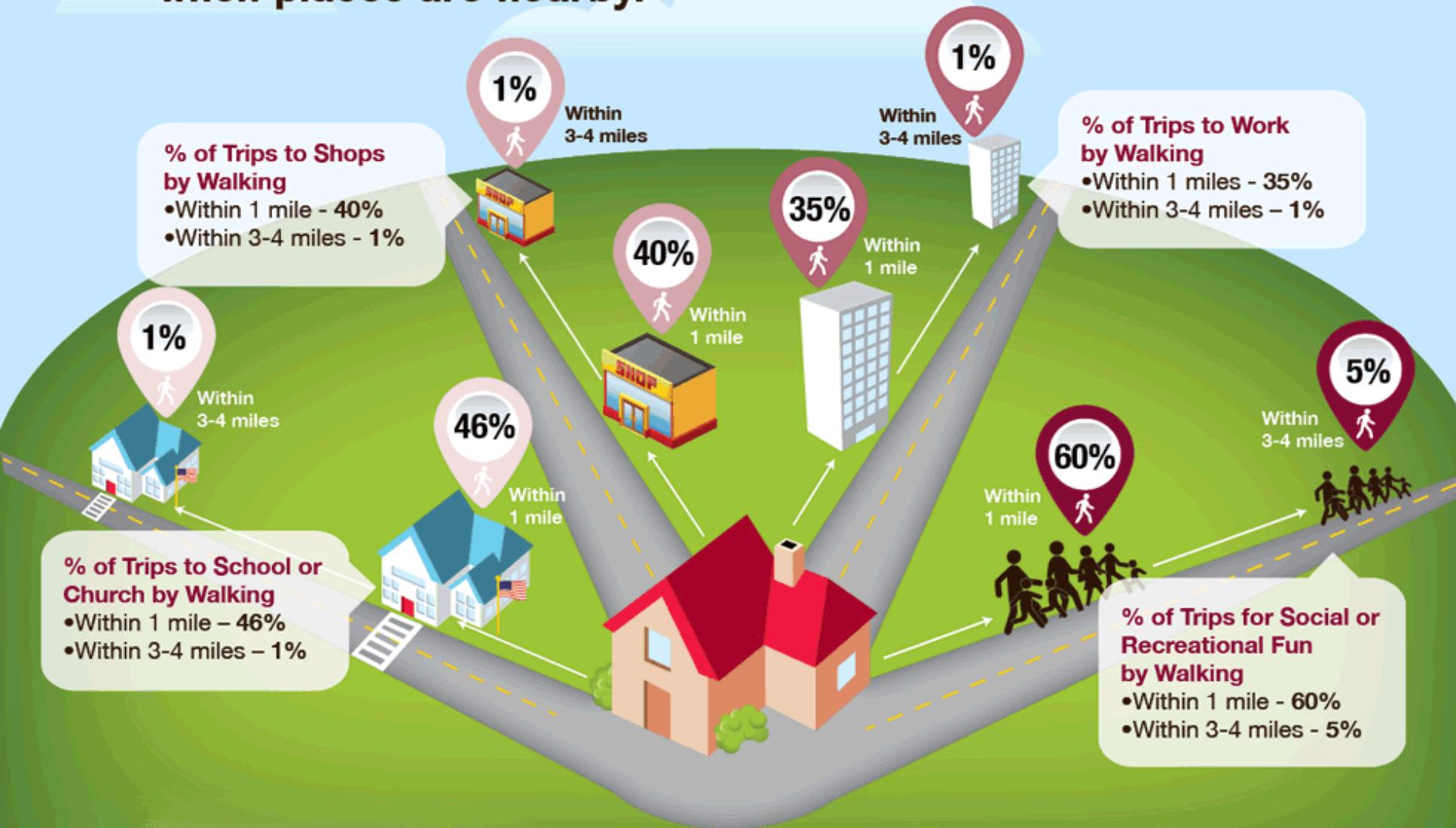


of these trips...



People walk

to get to places they want to go when places are nearby.



% of Trips to Shops by Walking

- Within 1 mile - 40%
- Within 3-4 miles - 1%

% of Trips to Work by Walking

- Within 1 miles - 35%
- Within 3-4 miles - 1%

% of Trips to School or Church by Walking

- Within 1 mile - 46%
- Within 3-4 miles - 1%

% of Trips for Social or Recreational Fun by Walking

- Within 1 mile - 60%
- Within 3-4 miles - 5%



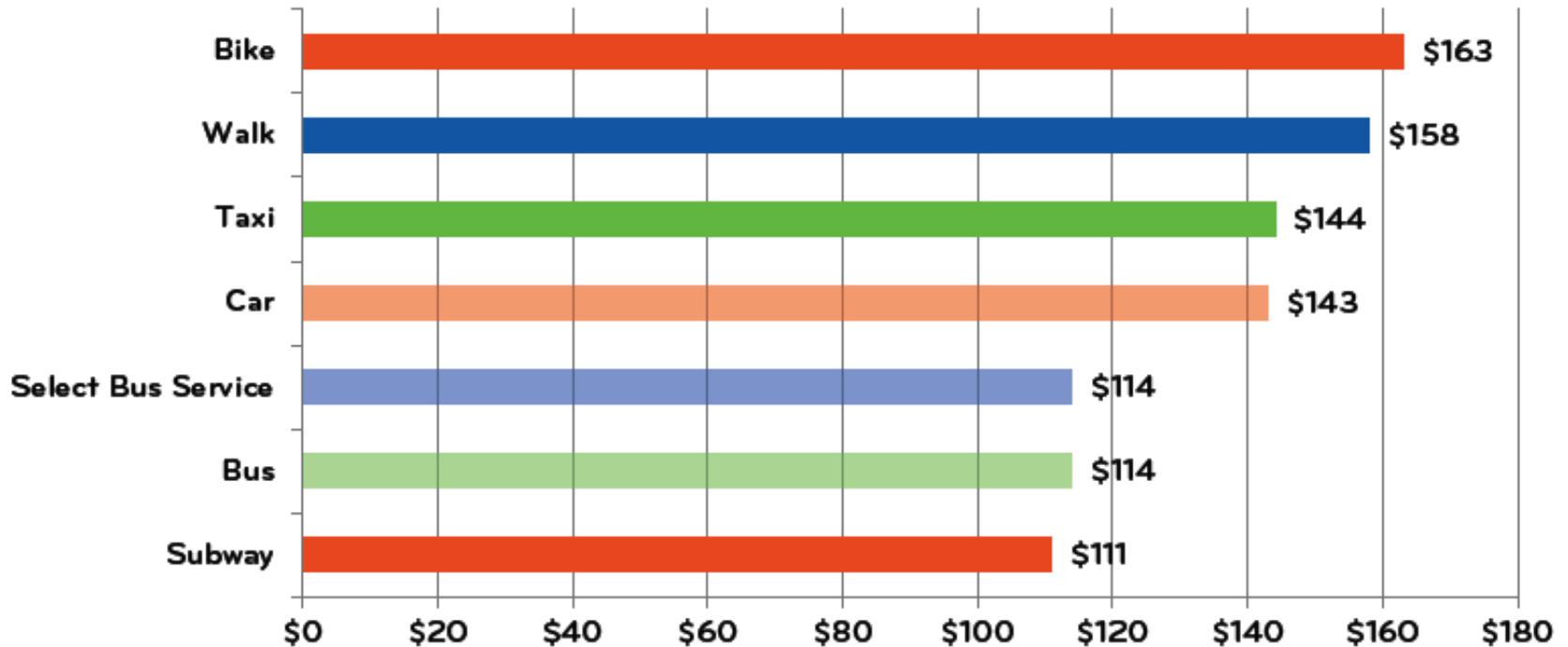
Community Connections



Local Economic Benefits

Local Economic Benefits

Average Per Capita Spending by Transportation Mode



Local Economic Benefits

Protected
bicycle lanes =>
49% increase in
retail sales at
local businesses



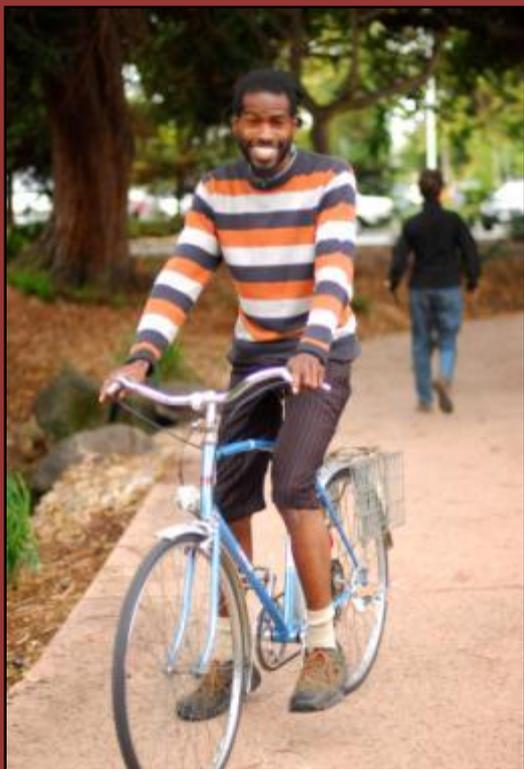
Costs and Benefits

- Benefits: Health, safety, access, quality of life, local economy
- Costs: Infrastructure, new procedures/methods, coordination (time/effort).
- Strategies:
 - ✓ Try pilot/demonstration projects
 - ✓ Coordinate with planned roadwork/projects in development
 - ✓ Invest in durability & maintenance

What Makes A Street Complete?

How Do Complete Streets Function?

Safe – Comfortable - Convenient



What Do Complete Streets Look Like?



Connected Street Patterns

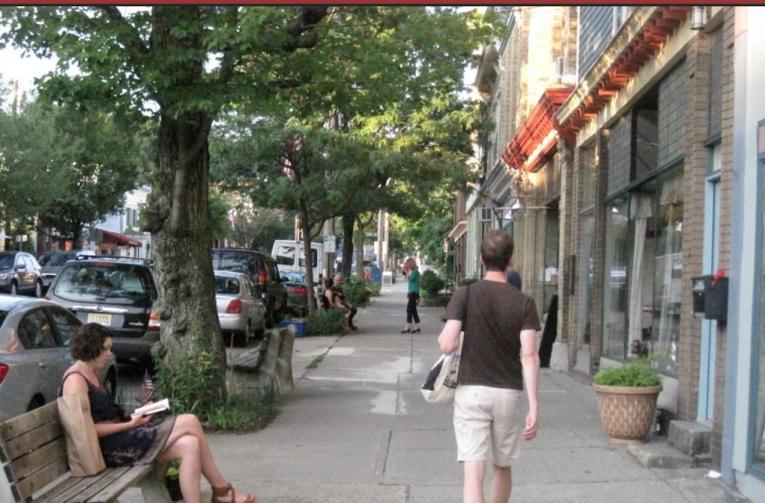




Tools: “Road Diet”



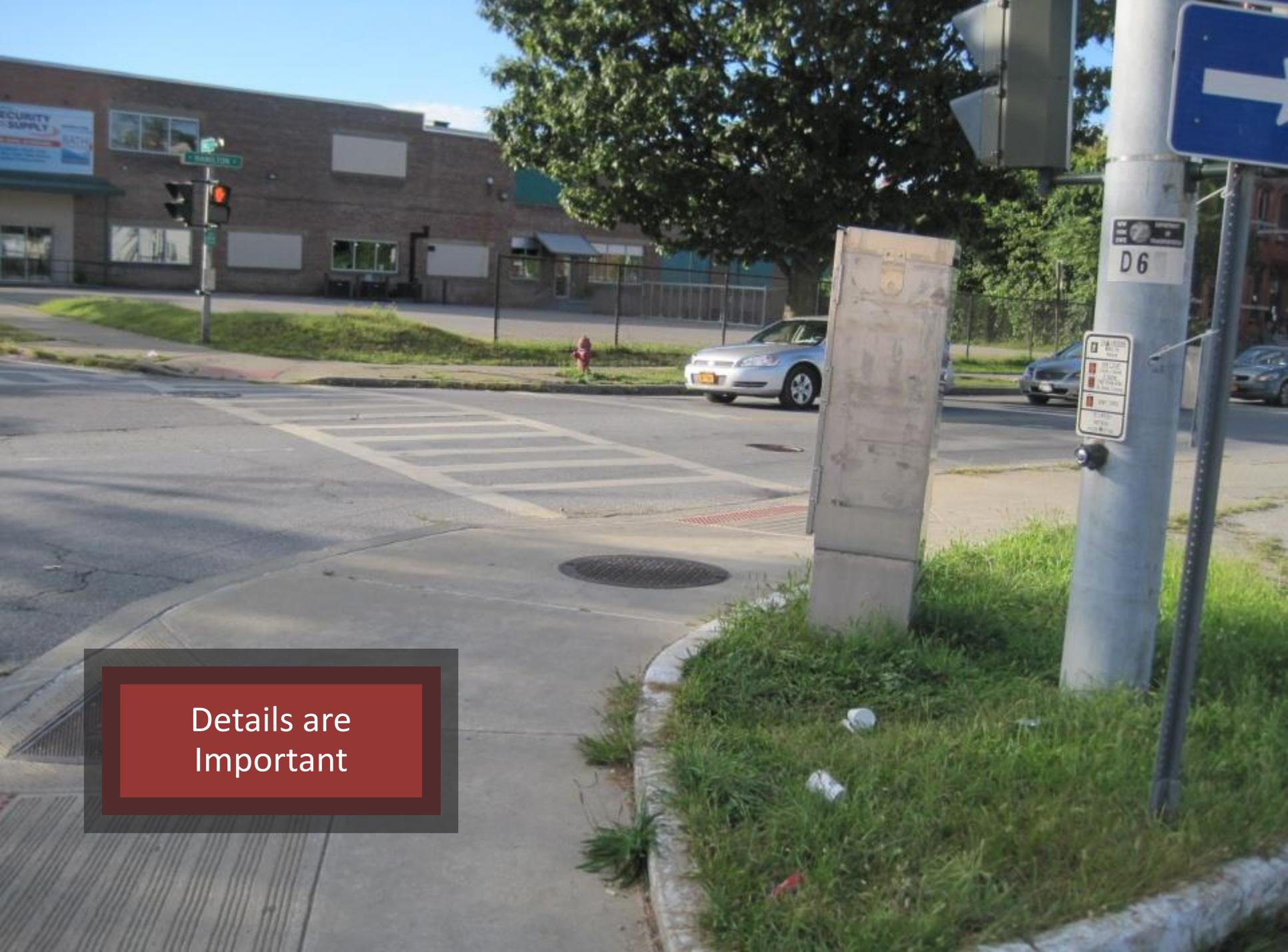
Tools: High-Visibility Crossings



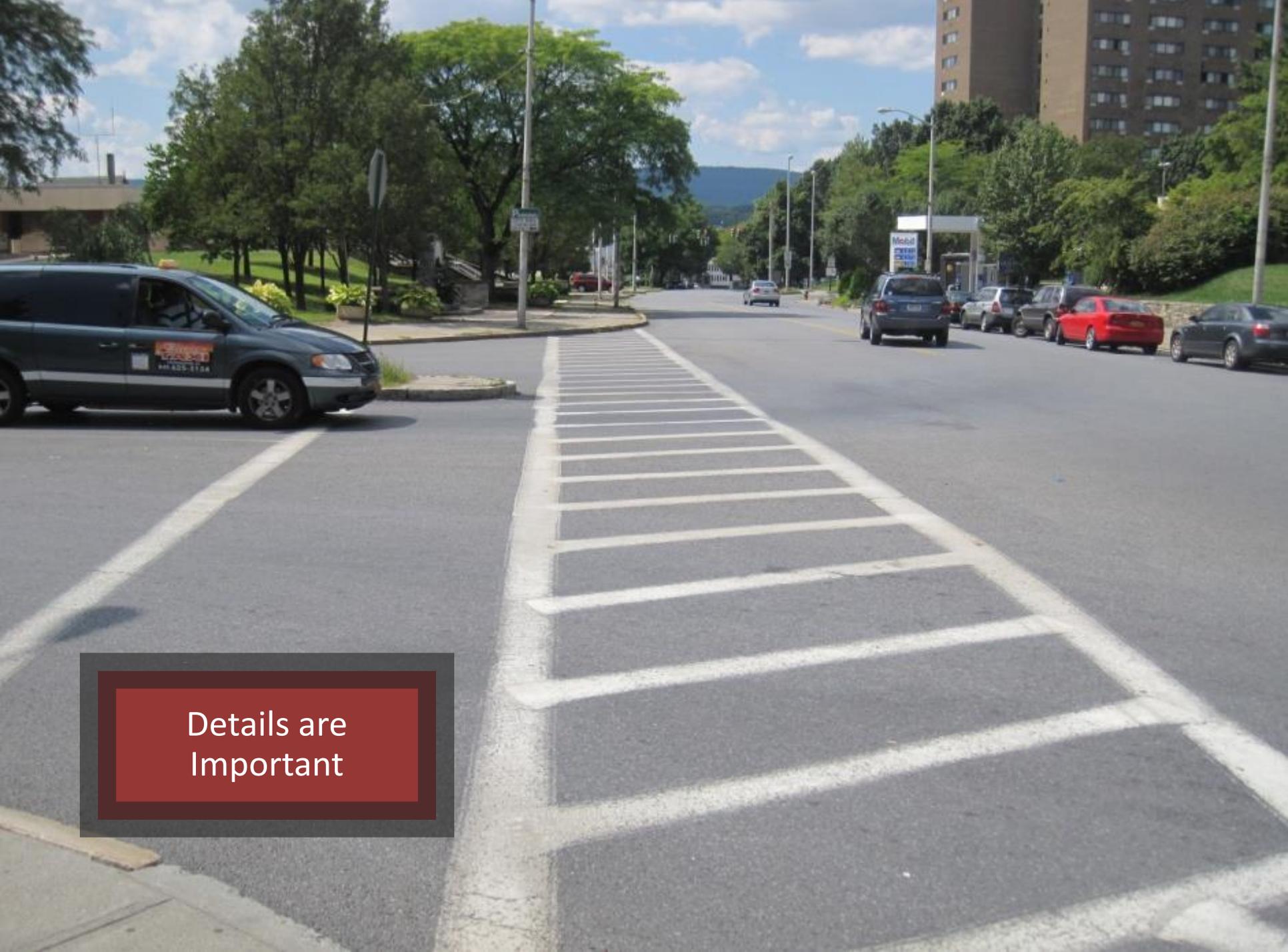
Comfort & Interest



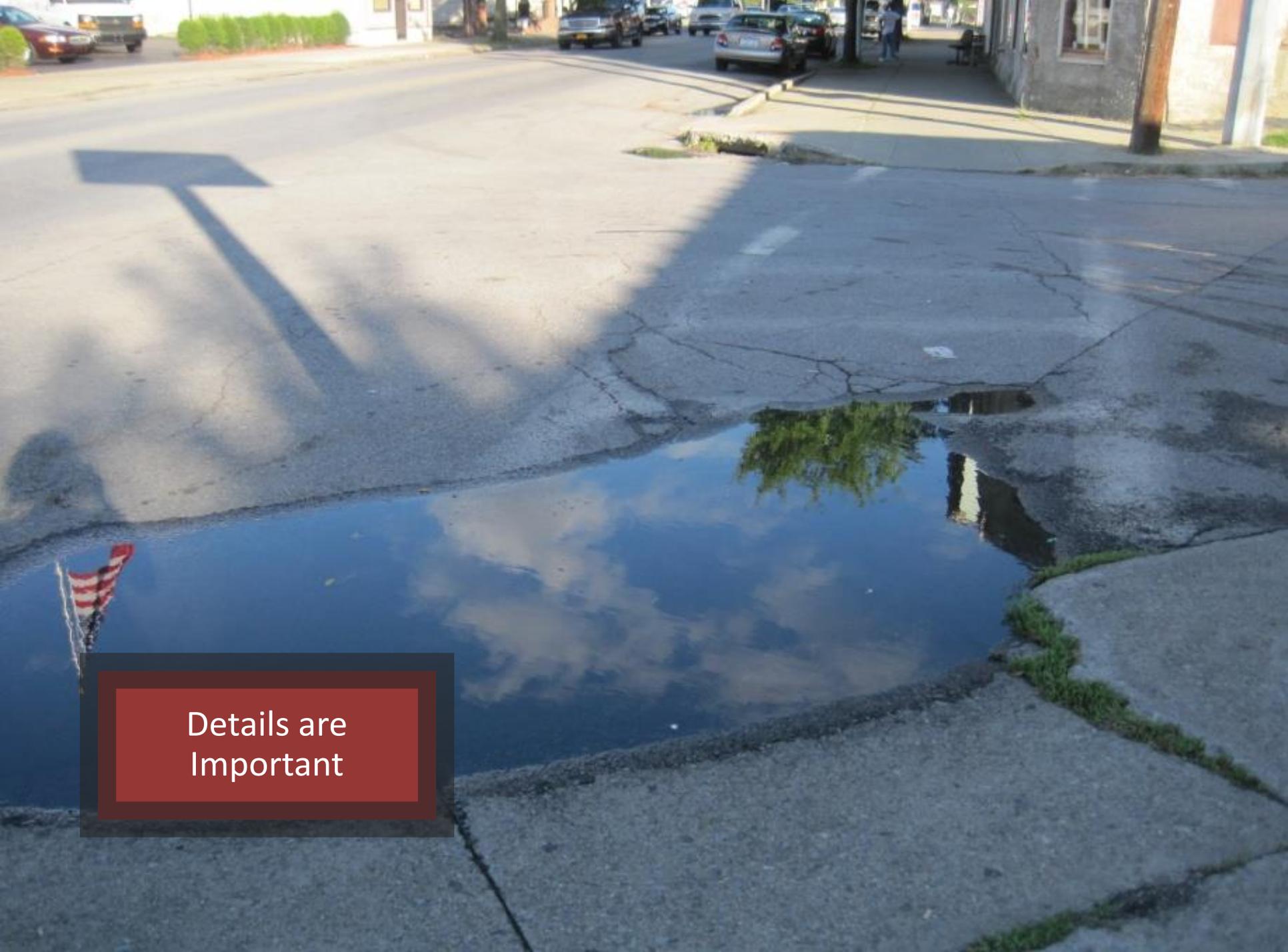
Transit Connections



Details are
Important



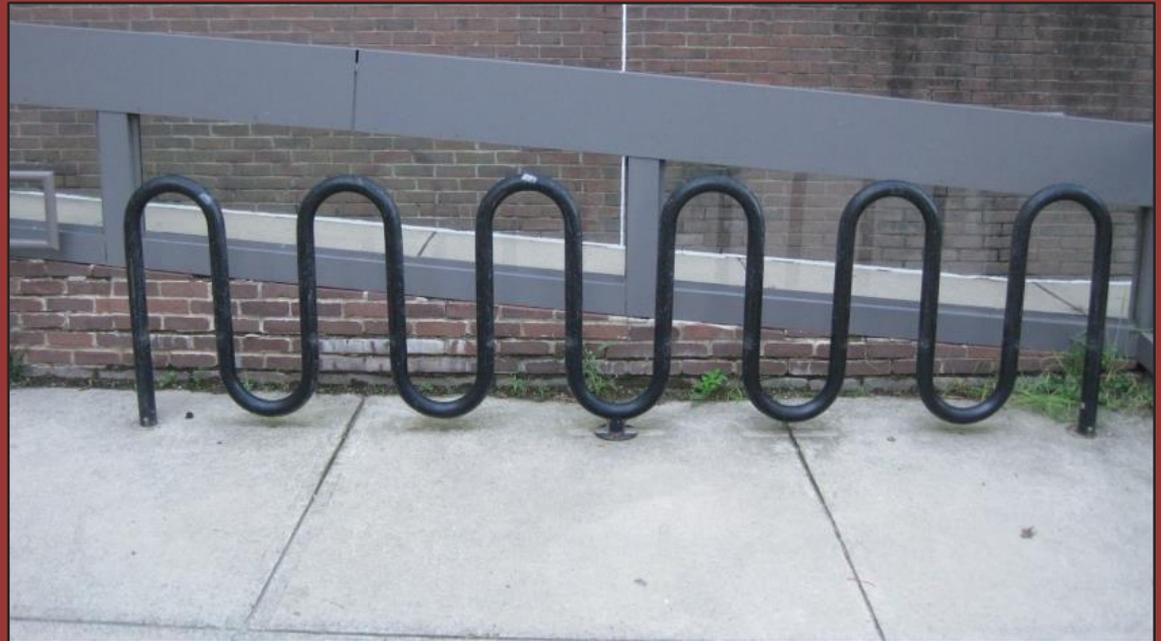
Details are
Important



Details are
Important



Details are
Important



Details are
Important

How is Dutchess County Implementing Complete Streets?

Dutchess County Complete Streets

- Inter-Departmental Committee
- Policy
- Checklist
- Educational Campaign
- Coordination with DPW/Site Plan Reviews

Complete Streets Committee

Dutchessny.gov/CompleteStreets

Planning

Health

Public
Works

Aging

Traffic
Safety

Sheriff's
Office

Complete Streets Policy

Dutchessny.gov/CompleteStreets

- Policy statement (vision)
- Jurisdiction
- Projects & Phases
- Design (context sensitivity)
- Performance measures
- Implementation
- Exceptions

Dutchess County Complete Streets Policy

Policy

Dutchess County shall strive to plan, design, construct, operate, and maintain its streets, bridges, bus system (buses, stops, shelters, etc.), parks, trails, and buildings (herein after referred to as Facilities) to promote safe, comfortable, efficient, and convenient travel for people of all ages and abilities, and for all types of transportation, including walking, bicycling, riding the bus, and driving, to the greatest extent possible.

Over time, these Facilities will be integrated into a countywide network that promotes the health, safety, environment, and economic vitality of Dutchess County and makes it a more desirable place to live, work, and visit.

Jurisdiction

This policy shall apply to all transportation-related elements of projects involving County property, including County roads, parks and buildings, as well as public and private projects over which the County Department of Public Works has permitting authority.

The County shall foster partnerships with the State of New York, neighboring counties, municipalities, and school districts and other property owners to develop facilities that further the County's Complete Streets Policy.

Projects and Phases

Dutchess County shall approach every transportation-related improvement and project phase as an opportunity to create safer, more accessible Facilities for all people. Project phases include but are not limited to planning, design, construction, operation, and maintenance.

Design

Dutchess County will generally follow accepted or adopted design standards and use the latest design standards available, including but not limited to design guidance from the American Association of State Highway Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), the New York State Department of Transportation (NYSDOT), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), and the US Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG).

Dutchess County shall implement this Complete Streets policy in a manner that is sensitive to the local context and character, aligns transportation and land use goals, and recognizes that needs may vary by case or community.

In recognition of these various contexts, public input and a variety of transportation needs, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all people is present.

Performance Measures

Dutchess County shall measure the success of this Complete Streets policy using the following performance measures:

1. Total miles of sidewalk (countywide)
2. Total miles of on-street bicycle facilities (countywide)
3. Total miles of County roadways with shoulder widths of four (4) feet or more
4. Number of Dutchess County Public Transit bus stop shelters
5. Number of Dutchess County Public Transit bus stop shelters accessible via sidewalks and curb ramps

Benchmarks for each of the performance measures, as listed below, will be used to track the performance of the policy. Performance measure reports shall be developed at least every five years and posted online.

	Performance Measure	Current Status (2016)	5 Year Goal*	10 Year Goal*
1	Total miles of sidewalk (countywide)	523	528	533
2	Total miles of on-street bicycle facilities (countywide)	1.5	3	5
3	Total miles of County roadways with shoulder widths of four (4) feet or more	18.5 (5% of total centerline mileage)	23.5	26.0
4	Number of Dutchess County Public Transit bus stop shelters	9	13	20
5	Number of Dutchess County Public Transit bus stop shelters accessible via sidewalks and curb ramps	5	9	16

**Goals are intended to be reached within 5 and 10 years of policy implementation.*

Implementation

1. A project's compliance with this policy shall be determined based on completion of a Dutchess County Complete Streets checklist.

2. The Department of Public Works, Department of Planning and Development, and other relevant County Departments and Divisions will incorporate Complete Streets principles into existing procedures, programs, plans, manuals, checklists, regulations, and other processes as appropriate.
3. The Department of Public Works, Department of Planning and Development, and other relevant County Departments and Divisions will review current design standards, guides, and policies, and develop new design standards/guides/policies or revise existing standards/guides/policies as needed to reflect current best practices.
4. The County shall support staff professional development and training on Complete Streets principles and best practices for implementing this Complete Streets policy.
5. The County shall promote inter-departmental coordination to ensure the consistent application of this Complete Streets policy.

Exceptions

Any exception to this policy must be approved by the Dutchess County Department of Public Works in consultation with the Dutchess County Department of Planning and Development and other relevant County Departments and Divisions. Exceptions must be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered when:

1. A Facility under consideration prohibits, by law, specified types of transportation, in which case greater effort shall be made to accommodate those transportation types nearby the Facility under consideration;
2. The costs of providing accommodation are excessively disproportionate to the need or probable use;

3. The existing and planned population, employment densities, traffic volumes, or level of bus or train service around a particular Facility is so low as to demonstrate an absence of current and future need;
4. The activities are routine maintenance that do not change the Facility's operations, such as mowing, sweeping, and spot pavement repair;
5. There is a reasonable and equivalent project near the Facility under consideration that is already programmed to provide the accommodations promoted by this policy.

Capital road maintenance projects (e.g. resurfacing, pavement markings, overlays, etc.) are not exempted, as they may provide opportunities for improvements to shoulder widths and/or conditions, pavement markings, and signage.

Complete Streets Checklist

- Applies to:
 - All projects involving County roads & property
 - Public & private projects that DPW has permitting authority over
- Who: DPW engineer or private applicant
- When: as early as possible in project design
- What: A tool to consider CS opportunities; does not *require* anything

Dutchess County Complete Streets Checklist

Dutchess County Complete Streets Policy

Dutchess County shall strive to plan, design, construct, operate, and maintain its streets, bridges, bus system, parks, trails, and buildings to promote safe, comfortable, efficient and convenient travel for people of all ages and abilities and for all types of transportation, including walking, bicycling, riding the bus, and driving, to the greatest extent possible. Over time, these facilities will be integrated into a countywide network that promotes the health, safety, environment, and economic vitality of Dutchess County and makes it a more desirable place to live, work and visit.

This checklist is intended to assist the County in achieving its vision for complete streets. It shall be completed for all projects involving County roads and property, as well as public and private projects over which the County Department of Public Works has permitting authority, either by the County's project manager or the project applicant.

Project Name _____

Date: _____

Project Location/Limits: _____

Project Description: _____

Street Classification (street/streets within the project area, or County access road)

Rural Principal Arterial	<input type="checkbox"/>	Urban Principal Arterial	<input type="checkbox"/>
Rural Minor Arterial	<input type="checkbox"/>	Urban Minor Arterial	<input type="checkbox"/>
Rural Major Collector	<input type="checkbox"/>	Urban Major Collector	<input type="checkbox"/>
Rural Minor Collector	<input type="checkbox"/>	Urban Minor Collector	<input type="checkbox"/>
Rural Local Road	<input type="checkbox"/>	Urban Local Road	<input type="checkbox"/>

Annual Average Daily Traffic (AADT):

Posted Speed Limit:

85th Percentile Speed:

% Heavy Vehicles (classes F4-F13):

5-yr total pedestrian crashes:

5-yr total bicycle crashes:

Pedestrian count (if available):

Bicycle count (if available):

Instructions: For each box checked, please briefly describe how the item is addressed, not addressed, or not applicable and include supporting documentation.

Refer to best practice design standards as needed, including from the American Association of State Highway Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), the New York State Department of Transportation (NYSDOT), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), and the US Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG).

EXISTING CONDITIONS				
Item to Be Addressed/Considered	YES	NO	N/A	Required Description
Existing Walking & Bicycling Facilities				
Do walking or bicycling facilities exist within 300 feet of the project area? (see page 3 for examples)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there <u>bicycle parking</u> within 300 feet of the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Existing Roadway Facilities				
Are road shoulder widths adequate for walking and bicycling? If not, please specify travel lane and road shoulder widths.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are road shoulder surfaces in good condition for walking and bicycling? If not, please specify.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is on-street parking present on the road?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Existing Transit Facilities				
Is the project area on a transit route? (<u>Dutchess County Public Transit routes</u> , Metro-North, or other)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there bus stops or train stations within a quarter-mile of the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

EXISTING CONDITIONS

Item to Be Addressed/Considered	YES	NO	N/A	Required Description
Existing Access and Mobility/ADA				
Do all sidewalks, ramps, signals, and other facilities within the project area meet ADA standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Existing Walking/Bicycling Issues				
Have local leaders, residents, or organizations been contacted to discuss issues related to walking, bicycling, or transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Existing Safety Issues				
Has the local law enforcement agency (County Sheriff's Office and local police) and/or road owner been contacted to discuss any safety issues in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Key Destinations				
Are there shopping, employment centers, cultural centers, historic sites, landmarks, recreation areas, or other key destinations that could be connected to the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there schools, hospitals, senior centers, community centers or centers for persons with disabilities within a half-mile of the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Planned Facilities				
Is there a planned walking, bicycling, or transit facility within a radius of 300 feet around the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Centers & Greenspaces				
Is this facility located within an identified center as per the County's Centers & Greenspaces Plan ? If yes, which center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Plans & Policies				
<p>Briefly describe relevant recommendations from County & municipal planning or policy documents addressing walking, bicycling, transit, or truck/freight travel in or near the project area and how the project incorporates them, or if not, why not.</p> <p>Examples include: Metropolitan Transportation Plan (County-wide long-range transportation plan); Walk Bike Dutchess (County-wide Pedestrian & Bicycle Plan); municipal Comprehensive Plan, trail or open space plan, sidewalk or pedestrian plan, or bicycle plan. Also see Walk Bike Dutchess Chapter 2 for an overview of County & local policies and plans. Contact the Transportation Council if you need assistance.</p>				

Attach a map of the project area and surrounding context, including existing & planned facilities and destinations.

PROPOSED DESIGN

Complete Streets Elements: what will be included in the Proposed Design?

Bicycling Facilities:

Off-roadway path/trail	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Dedicated on-street bike lane	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Shared-lane markings (sharrows)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Paved Shoulders (4 feet minimum; 5+ feet preferred)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bike detection at actuated traffic signals, including at turn lanes	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Signals with adequate minimum green time for bicyclists to cross the intersection	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bicycle-safe inlet grates	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bicycle parking (racks, lockers)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Transit Facilities:

Transit vehicle access into site	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bus pull-offs or curb extensions	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bus stop signs/marked stops	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bus stop shelters	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Has transit agency/ies been contacted to discuss options?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Access and Mobility/ADA Facilities:

ADA-compliant sidewalk/path	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Accessible pedestrian traffic signals (push-buttons with audible tones)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Curb ramps with detectable warning surface	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
ADA-compliant slopes and cross-slopes for driveway ramps, sidewalks, & crossings	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Access management: reduce conflict points between pedestrians, bicyclists, and vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Freight & Emergency Vehicles:

Loading/unloading zones	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Emergency vehicle access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Walking Facilities:

Sidewalks (preferred on both sides of the street) or path	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Paved Shoulders (4 feet minimum; 5+ feet preferred)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
High-visibility crosswalks	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Curb extensions to reduce crossing distance	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Pedestrian traffic signals with adequate crossing time	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Signal timing: protected left turn phases, leading pedestrian interval, no right turn on red, etc.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Raised median with refuge islands (especially on roads with 2 or more lanes in each direction)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Traffic calming elements, lighting & signage, especially at uncontrolled crossings	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Connectivity:

Connections to bicycling, walking, or transit facilities	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Connections to key destinations (see page 2)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Connections to neighborhoods	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Streetscape Elements:

Landscaping, street trees, planters, buffer strips, etc.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Pedestrian-scale lighting	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Public seating or benches	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Wayfinding signage for walking, bicycling, & transit	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Utilities: relocate poles or wires	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Responsible Agencies:

Construction-period pedestrian/bicycle access:
Ongoing facility maintenance:
Law Enforcement:
Road Owner:

PROPOSED DESIGN

Diminished Access

Will the proposed project remove an existing walking or bicycling facility or hinder pedestrian or bicycle access?

Yes, Temporary Yes, Permanent No

If yes, describe why this is necessary and how access will be provided.

Reviewer Notes:

Prepared by: _____
Title: _____ Date: _____
Email: _____ Phone: _____

Public Works Dept Reviewer: _____
Title: _____ Date: _____
Email: _____ Phone: _____

Public Works Dept Approval: _____

Planning Dept Consulted: _____

Others Consulted: _____

Exception Requested: Yes No Exception Granted: Yes No

Justification Attached: Yes No

(exception required only if checklist is not to be completed; otherwise not required)

If you have feedback on this checklist, please email dctc@dutchessny.gov

Thanks to the City of Saratoga Springs for sharing their Complete Streets checklist for use as a model.

“Watch Out For Me” Campaign

- Website
- Posters/Bus ads
- Street Safety Tips brochure
- Street safety quiz
- Reflective materials
- Fact sheets





**Yield to people in crosswalks.
It's the law.**

DutchessNY.gov/WatchOutForMe



Be SAFE. Be SMART. Be SEEN

dutchessny.gov/WatchOutForMe

Tips For Being A Safe Pedestrian



Be Bright at Night



Cross Safely When
Exiting the Bus



Pull the Plug and
Pay Attention



Walk Facing Traffic



Watch for
Turning Cars



Be Careful
in Parking Lots

Learn more at dutchessny.gov/WatchOutForMe

Tips For Being A Safe Cyclist



Obey Traffic
Signals & Signs



Look Before
Entering Traffic &
Changing Lanes



Be Bright at Night



Ride with Traffic



left



stop



right

Use Hand Signals

Remember to signal with the left arm.



Wear a Helmet

Learn more at dutchessny.gov/WatchOutForMe



Street Safety Tips



Dutchessny.gov/WatchOutForMe

WHEN WALKING:



Cross the street
at marked crosswalks and intersections.



Watch for turning vehicles
Before crossing, look left, right, and then left again.



Use pedestrian pushbuttons.



Begin crossing
the street on the "walk" signal.



Stay visible after dark
and in bad weather.



Watch out for trucks & buses
backing out of parking spaces and driveways.

WHEN BICYCLING:



Obey all regulatory signs
and traffic lights.



Never ride against traffic.
Ride with traffic to avoid potential accidents.



Use hand signals
to tell motorists what you intend to do.



Ride in a straight line
or at least a car door's width away from parked cars.



Always wear a helmet.
Helmets dramatically reduce the risk for head injury in a bicycle accident.



Use lights at night
and when visibility is poor.

WHEN DRIVING:



Stop for pedestrians
at crosswalks and be careful when passing stopped vehicles.



Slow down
and obey the posted speed limit.



Yield to pedestrians & bicyclists
when turning at intersections.



Look
before opening your door.



Allow 3 feet
when passing bicyclists.



Watch
for children playing.

Coordination with DPW

- Training on policy, checklist & ped/bike plan
- Private projects
 - Site plans
 - Highway work permits
- County projects
 - Bridges & road improvements: 4 ft min shoulders
 - Maintenance (repaving) projects
 - Signal upgrades: video detection
- Incorporate Complete Streets in manuals/policies

Lessons Learned:

Early coordination is critical

Clear and consistent messages
to applicants

Checklist can improve site plans

Need for cross-jurisdictional
planning

Municipalities have power: use
it!

Municipal Tools

- ✓ Assess your streets
- ✓ Review your maintenance practices
- ✓ Review your design standards
- ✓ Review your approvals process
- ✓ Incorporate CS principles
- ✓ Develop plans; prioritize improvements
- ✓ Promote the 5 E's

Assess Your Streets

Walkability Checklist

How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go. The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall. After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.



Bikeability Checklist

How bikeable is your community?

Riding a bike is fun!

Bicycling is a great way to get around and to get your daily dose of physical activity. It's good for the environment, and it can save you money. No wonder many communities are encouraging people to ride their bikes more often!

Can you get to where you want to go by bike?

Some communities are more bikeable than others: how does yours rate? Read over the questions in this checklist and then take a ride in your community, perhaps to the local shops, to visit a friend, or even to work. See if you can get where you want to go by bicycle, even if you are just riding around the neighborhood to get some exercise.

At the end of your ride, answer each question and, based on your opinion, circle an overall rating for each question. You can also note any problems you encountered by checking the appropriate box(es). Be sure to make a careful note of any specific locations that need improvement.

Add up the numbers to see how you rated your ride. Then, turn to the pages that show you how to begin to improve those areas where you gave your community a low score. Before you ride, make sure your bike is in good working order, put on a helmet, and be sure you can manage the ride





Review Your Maintenance Practices

Review Your Design Standards

- Zoning code
- Subdivision ordinance
- Street specs

Table 5.1: Preferred Design Guidelines for Streetscapes and Sidewalks



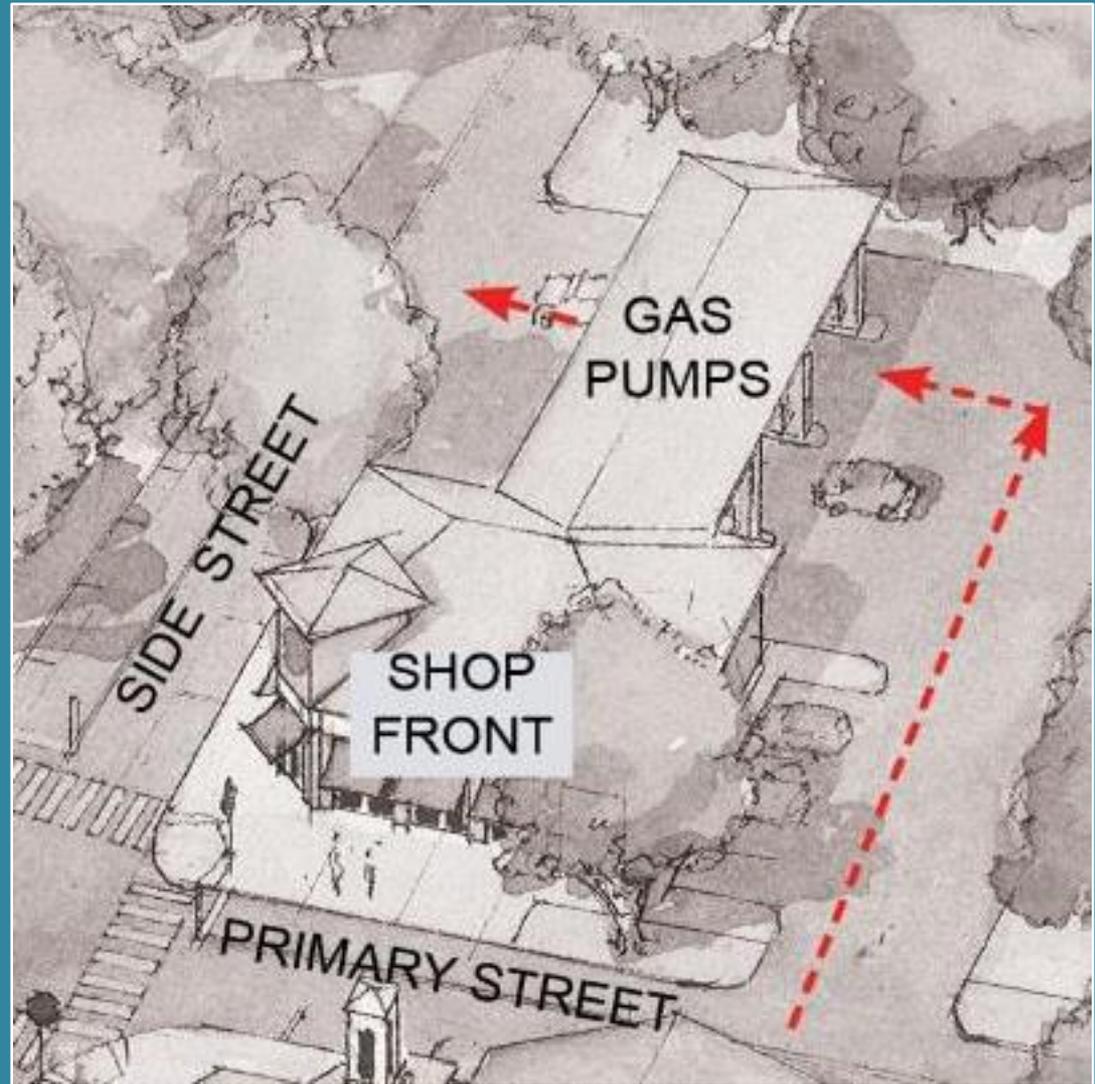
PLEASE NOTE THAT THIS GRAPHIC IS FOR ILLUSTRATIVE PURPOSES ONLY.

Street Typology	Building Use Zone (ft) ^a	Pedestrian Zone (ft) ^b	Buffer Zone (ft) ^c	Total Width (ft) ^d
Downtown	4 – 8	8 – 12	4 – 6	16 – 26
Neighborhood Mixed Use	2 – 6	6 – 10	4 – 6	12 – 22
Neighborhood Residential	2 – 6	5 – 6	2 – 6	9 – 18
Community Mixed Use	2 – 6	6 – 10	4 – 6	12 – 22
Community Commercial	2 – 6	6 – 10	4 – 6	12 – 22
Industrial	0 – 10	5 – 6	4 – 6	9 – 12

^a The industry standard width of 2 ft has been adopted as the preferred minimum between the effective sidewalk width and the face of buildings or other obstacles.
^b The industry standard width of 5 ft has been adopted by NYS DOT as a minimum to allow use by users of all abilities. The minimum clear width per ADAAG is 4 ft with a minimum 5 ft x 5 ft area to allow for disabled users to pass at a reasonable distance (200 ft per NYS DOT standards). In commercial areas with high pedestrian volume, widths up to 12 ft should be considered with typical widths ranging from 8 ft to 12 ft. The exact width will depend on pedestrian volumes. These standards should also be applicable where there are no buffer zones.
^c The buffer zone width is calculated for required snow storage capacity and is based on the pavement width from the centerline of the roadway to the edge of the curb (L) [Snow Storage = 0.5*L]. This calculation is in Chapter 5, Section 3.2.11.1 of the NYS DOT Highway Design Manual. For areas where bus shelters are provided, a width of at least 7 ft is required for a standard CDTA shelter, while BRT shelters require at least 12 ft for a 10 ft shelter.
^d Curb widths must also be considered in total width calculations. Per the City of Albany Code, Section 323-18, a stone curb is to be 5 inches. Per NYS DOT, stone curbs are to be 5 inches.

Review Your Approvals Process

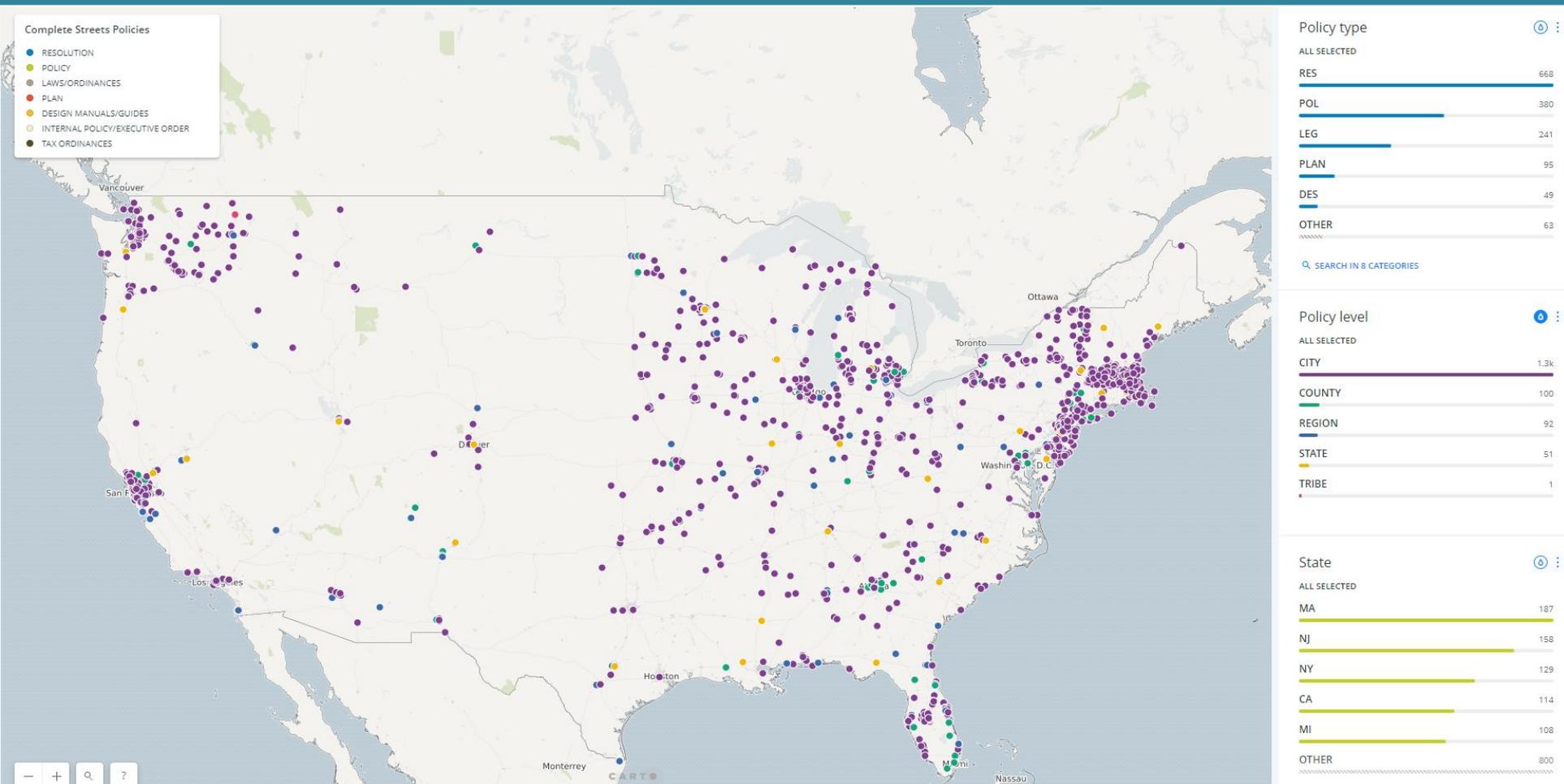
- Building / Parking Placement
- Driveways, Access Management
- Sidewalks, Crossings
- Streetscape
- Bicycle Access & Parking
- Transit Connections

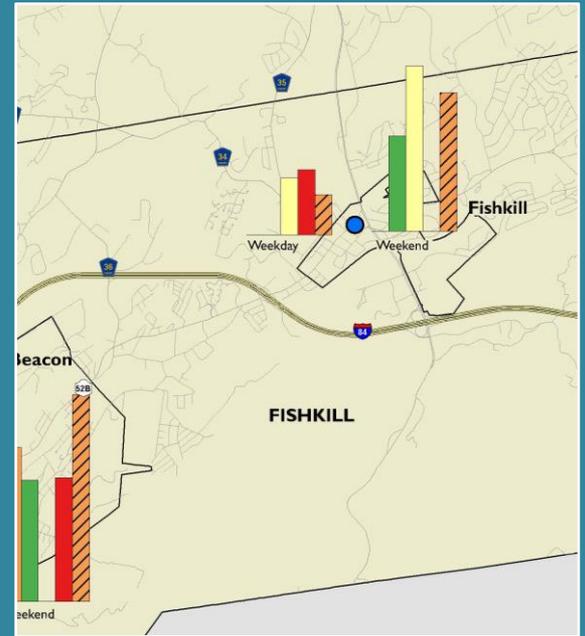
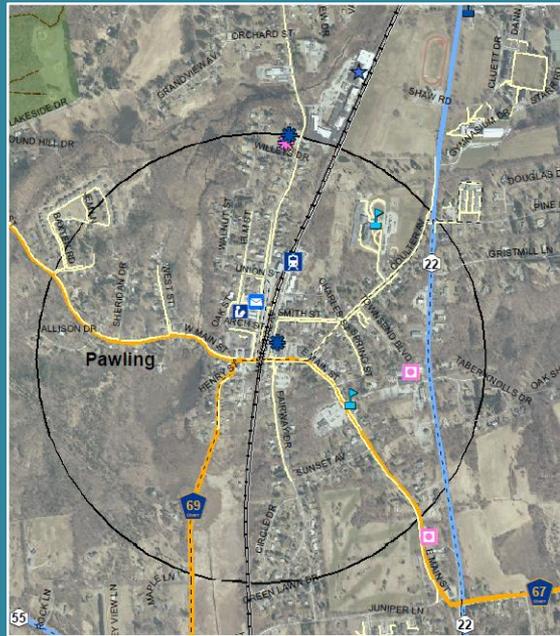
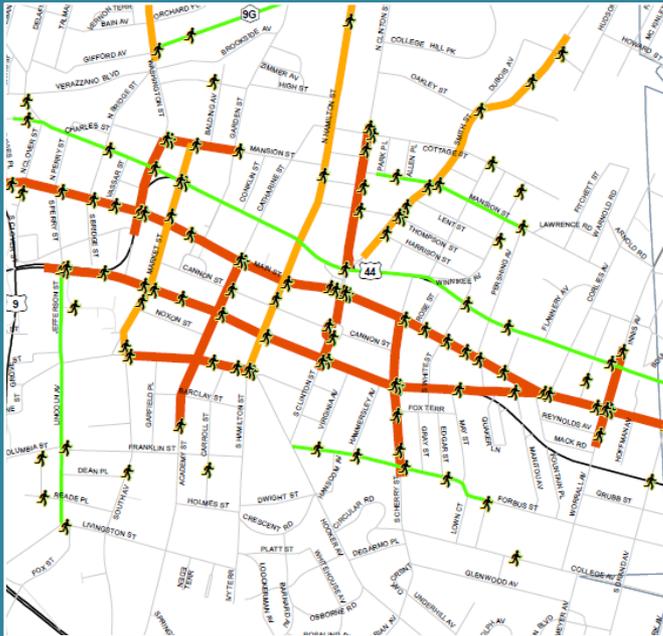


Incorporate Complete Streets Principles

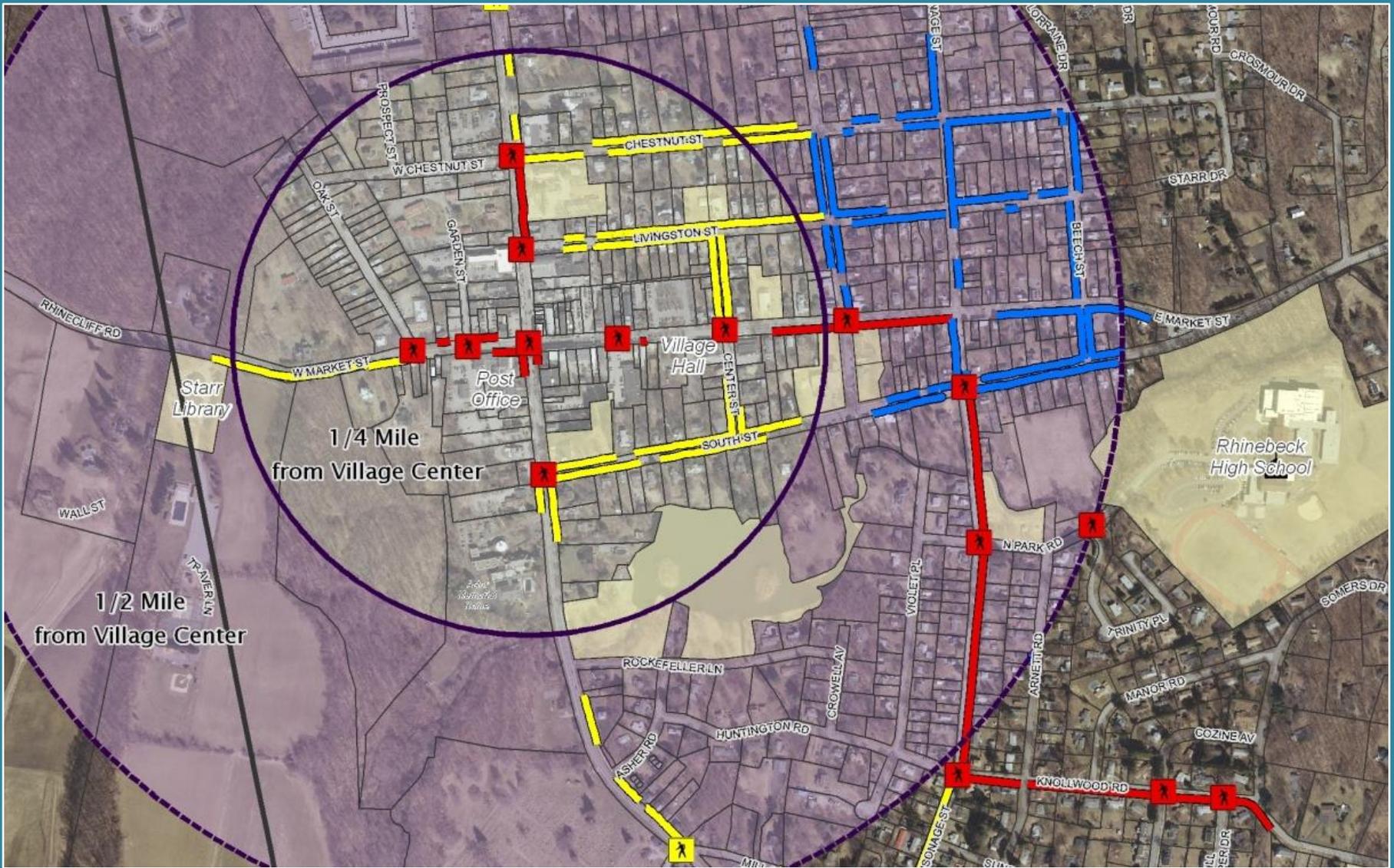
- Programs, plans, procedures
- Projects
 - Streets, bridges, buildings, parks
- Coordinate between departments
- Consider a checklist

Consider a Complete Streets Policy





Develop Plans



Prioritize Improvements



Promote the “Five E’s”

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation

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